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based on the income tax, and of national wealth, based on the property tax and insurance statistics, are attempted. While these estimates appear to have been prepared with extreme care, so many factors, in the nature of the case, are conjectural that the results are not convincing.

Unfortunately the translation into English leaves much to be desired.

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The Political and Sectional Influence of the Public Lands, 1828-1842. By RAYNOR G. WELLINGTON. (Cambridge, Mass.: Riverside Press. 1914. Pp. 131.)

The importance of the public lands in the development of the American people has been pointed out with increasing insistence in recent years. The subject has been approached from many angles, much has been written, but far more research remains to be done, and new fields remain to be explored. Professor Wellington makes a valuable contribution to this growing literature. His aim is "to show how the public lands, owing to the growth of sections having conflicting economic interests, became a subject for political bargainings and sectional alliances, and to follow their course from 1828 to 1842"; and in this endeavor he has admirably succeeded.

With the addition of new states in the West the influence of that section increased rapidly in the Senate. By 1828 the clash of sections raged around three economic issues—tariff, public lands, and internal improvements. As Professor Wellington points out:

The interest of the different sections in these issues, in the order of their importance, was as follows: The Northwest—low-priced public lands, internal improvements, a high tariff; the Southwest—low-priced public lands, a low tariff, internal improvements; the seaboard South—a low tariff, no internal improvements at federal expense, high-priced public lands; the North Atlantic States—a high tariff, high-priced public lands, internal improvements. Under these conditions the North Atlantic States, the South, and the West, needed the assistance of another section to get what each wanted most,—a high tariff, a low tariff, and freedom of the public domain respectively. The most likely combination was for each allying section to give up a secondary interest in order to obtain its primary interest.

The following chapters show the part played by public land politics in the tariff controversy from 1828 to 1833, in which the

South and West were allied; in the surplus and panic period of 1836-1837, in which the Van Buren administration secured Western support; in the election of 1840, where they were a vital issue; and in the legislation of 1840-1841, which resulted in the general preëemption act. In this period the public lands formed a political issue of the first importance. The controversies raged most keenly in the Senate, because there the public land states possessed greater power than in the House, with its large representation from the Northeast. Benton, Clay, and Calhoun were the advocates of important measures, and it must not be forgotten that Webster's "Reply to Hayne" was delivered during the debate on a resolution dealing with the public lands.

Because of this clash of sectional interests no comprehensive land legislation could be obtained. Compromise measures alone could be secured. And although it seemed from time to time that the public domain was to be bartered away in return for political support, yet the period closed with the national control but little diminished. After 1842 the public lands declined rapidly in political importance, although the hostility of the South prevented the enactment of a homestead law until 1862.

The present study has been based upon a very wide range of material. Aside from the government documents and available secondary works the bibliography includes the files of sixty-one newspapers, and a number of manuscript collections. The text is remarkably free from typographical errors; two however should be noted: on page 15, note 1, "fifty" is used instead of "five" per cent; and on page 40 the vote should read 21 to "27," instead of "24." Three charts show the geographical distribution of important votes in the Senate.

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Allgemeine Verkehrsgeographie. By KURT HASSERT. (Berlin: G. J. Göschen'sche Verlagsbuchhandlung. 1913. Pp. viii, 494. 10 M.)

It is now more than forty years since the publication of the extensive treatise on commercial geography—one of the first books to bear this name—written by Professor Carl Zehden of the Handels-Akademie of Vienna. For the quarter of a century following the appearance of this work, there were but few important additions to the literature of general applied geography; so that,